

Between paragraphs [0002] and [0003] please insert the following:

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[0002.4] Description Of The Prior Art

a4 [0002.6] One fuel injection valve or the type with which this invention is concerned is known from International Patent Disclosure WO 96/19661. In this known valve, a blind bore in which a valve member is guided is embodied in a valve body. The valve member is surrounded on its portion toward the combustion chamber by a pressure chamber which can be filled with fuel at high pressure. A conical valve seat is embodied on the bottom face of the blind bore, toward the combustion chamber. Moreover, at least one injection port, which connects the bore to the combustion chamber, is embodied on the bottom face.

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**Page 2,** Please replace paragraph [0004] with the following rewritten paragraph:

a5 [0004] If the valve member is not precisely axially aligned, the inflow of fuel from the pressure chamber at the conical faces of the valve member tip and past the sealing edge to the injection ports is no longer symmetrical. The injection ports, relative to which the valve member is also off its axis, are covered at the onset of the opening stroke motion by the valve member, so that no fuel or only very little fuel can flow to them. Only in the course of the complete opening stroke motion of the valve member are the initially covered injection ports uncovered, and only then can the fuel also flow through these injection ports. The consequence is a reduction in the total injected fuel quantity and thus a power loss to the engine.

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**Page 3,** Please replace paragraph [0006] with the following rewritten paragraph:

A6 [0006] SUMMARY OF THE INVENTION

Please replace paragraph [0007] with the following rewritten paragraph:

A7 [0007] The fuel injection valve of the invention has the advantage over the prior art that in the region of the injection ports, at the second conical face of the valve member tip, a further encompassing annular groove is formed, which at the very outset of the opening stroke motion distributes the fuel, flowing from the pressure chamber to the injection ports, to all the injection ports. If in the opening stroke motion the valve member is off its axis toward one injection port, then some of the fuel flowing to the other injection ports is diverted into a tangential flow through the additional annular groove and thus flows to that injection port. This assures an adequate inflow of fuel to all the injection ports, and even if the valve member is off its axis, a symmetrical injection through all the injection ports is obtained, and the aforementioned disadvantages of uneven injection are averted.

**Page 4,** Please delete paragraph [0010]:

Please replace paragraph [0011] with the following rewritten paragraph:

A8 [0011] BRIEF DESCRIPTION OF THE DRAWINGS

~~A9~~ Please replace paragraph [0012] with the following rewritten paragraph:

A9 [0012] Various exemplary embodiments of the fuel injection valve of the invention are described herein below, with reference to the drawings, in which:

Between paragraphs [0012] and [0013] please insert the following:

[0012.2] Fig. 1 shows a fuel injection valve partly in longitudinal section;

[0012.4] Fig. 2 is an enlarged view of Fig. 1 in the region of the valve seat; and

[0012.6] Figs. 3, 4, 5 and 6 show the same detail as Fig. 2 for further exemplary embodiments.

**Page 5,** Please replace paragraph [0013] with the following rewritten paragraph:

[0013] DESCRIPTION OF THE PREFERRED EMBODIMENTS

**Page 7,** Please replace paragraph [0019] with the following rewritten paragraph:

[0019] In Fig. 2, the fuel injection valve is shown enlarged in the region of the valve member tip 7 in the closing position of the valve member 5. The valve seat 9 is a conical face with a cone angle  $\gamma$ , which preferably amounts to from 50 to 70°. At the end toward the combustion chamber, the valve seat 9, for production reasons, changes into a bulge 48. At least one injection port 11 is embodied in the valve seat 9 and extends either perpendicularly or at an incline to the valve sealing face 9. If a plurality of injection ports 11 are provided, then they are preferably distributed uniformly over the circumference of the valve body 1, tailored to the engine combustion chamber to be supplied. The injection ports 11 can for instance be located in a common plane radial to the axis of the valve member 5, or distributed over a plurality of radial planes, or be located in a plane that is inclined to the axis of the valve member 5.

**Page 12,** Please replace paragraph [0028] with the following rewritten paragraph:

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A13 [0028] In Fig. 4, a further exemplary embodiment of a fuel injection valve of the invention is shown. The first edge 46 of the additional annular groove 42 is located on the injection ports 11 in the closing position of the valve member 5, so that the conical face located between the annular grooves 35, 42 partly covers the injection ports 11.

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**Page 13,** After paragraph [0030] please insert new paragraph:

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A14 [0031] The foregoing relates to preferred exemplary embodiments of the invention, it being understood that other variants and embodiments thereof are possible within the spirit and scope of the invention, the latter being defined by the appended claims.

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**Page 14,** Line 1, delete "Claims" and insert --"We Claim"--.